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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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50X1-HUM

COUNTRY USSR (Moscow Oblast)

REPORT

SUBJECT

1. Highway Reconstruction in Moscow Oblast
2. Atomic Power Plant near Balabanovo

DATE DISTR.

15 April 1960

NO. PAGES

1

REFERENCES

DATE OF INFO.

PLACE & DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

report, including two sketches,
on highway reconstruction in Moscow Oblast.

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INFORMATION REPORT INFORMATION REPORT

CONFIDENTIAL

COUNTRY: USSR (Moscow Oblast)

REPORT

SUBJECT: Moscow Highway Construction
Office

DATE OF INFO: December 1955-December 1956

DATE ACQUIRED: 4 December 1959

PLACE ACQUIRED

DATE OF REPORT:

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MOSCOW HIGHWAY CONSTRUCTION OFFICE

1. The Moscow Highway Construction Office was located at No. 4 Podkopayevskiy pereulok, Krasnogvardeyskiy rayon, Moscow. This office made land surveys and construction plans for highways. Orders were received from the Ministry of Automobile Transport and Highways via an unknown agency. The plans were sent to various unknown centers charged with executing the work within the Moscow Oblast.

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Construction Tasks and Procedures

2. [redacted] plans to widen and pave an approximately seven-kilometer stretch of road connecting the Moscow-Maloyaroslavets (N 55-01, E 36-27) highway and the Moscow-Kiev highway (refer to page 3, overlay of Moscow Oblast). The junction point of the connecting road with the former highway was unknown; but with the latter, the junction was at kilometer mark 91.

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The road was to be widened about five meters and asphalt paved. The connecting road joined the main Moscow-Kiev highway at the small village of Balabanovo. This narrow stretch of road was being improved to accommodate truck traffic.

3. There was an atomic energy plant with guarded entrances between the two main highways and about three kilometers north of the stretch of road under reconstruction. [redacted] (See overlay, page 3)

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4. [redacted] a project to widen and asphalt pave an approximately 20-kilometer stretch of road which branched off from the Moscow-Leningrad highway at kilometer mark 110 (refer to page 4, overlay of Vyazma). It began in the village of Mozhaysk (N 55-30, E 36-02) and ended in the village of Borodino (N 55-55, E 37-40). This narrow road in poor condition was to be improved to accommodate the increase in traffic.

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5. The asphalt mixture used in the reconstruction of these roads consisted of a mixture which was about 75 percent sand, 25 percent pea gravel, to which about one part pitch was added for every $12\frac{1}{2}$ parts of sand mixture.

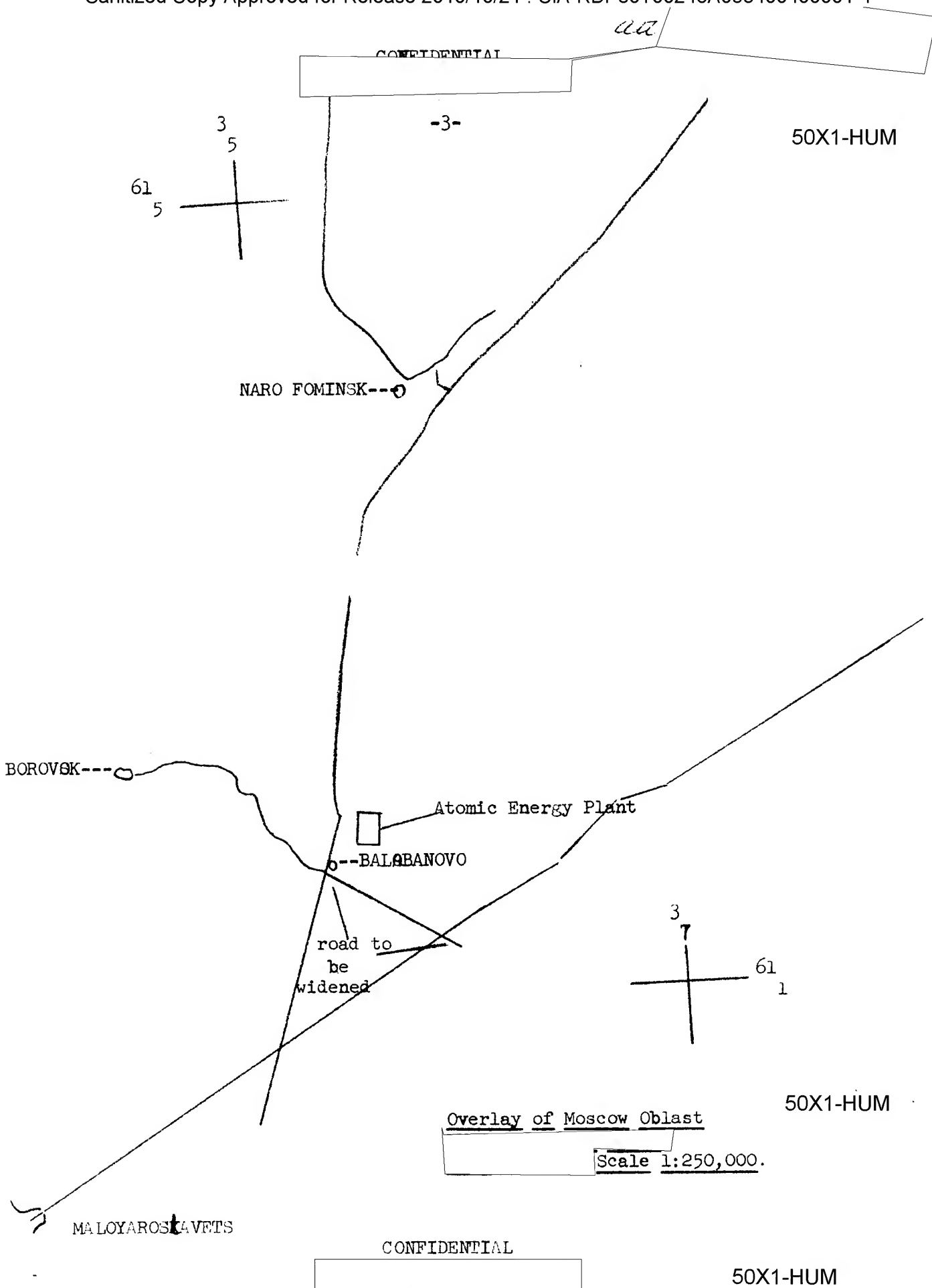
[redacted] requirements for road widening were set. The established widths were approximately 11 meters for primary roads, nine for secondary roads, and seven meters for third class roads. All main highways were of the primary class.

6. These roads did not serve plants or military bases. They were not constructed for the army and they did not lead to any restricted areas.

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Overlay of Vyazma NN 36-3 N 501

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MOZHAYSK

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